BY ORDER OF THE COMMANDER
MOODY AFB

AIR FORCE INSTRUCTION 21-101

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Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 21-101, 29 June 2006 is supplemented as follows. This supplement establishes basic direction for aircraft maintenance management. It provides the minimum essential guidance and procedures for safely and effectively maintaining, servicing, and repairing aircraft and support equipment at the base level. It applies to all units assigned to the 23rd Wing. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 37-123, *Management of Records*; and disposed of IAW the Air Force Records Disposition Schedule located at https://afrims.amc.af.mil/. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Send comments and suggested improvements on AF Form 847, *Recommendation for Change of Publication,* through 23 MXG/MXQI, 7234 Robbins Road Moody AFB, GA 31699.

SUMMARY OF CHANGES

This document is the initial publication and must be completely reviewed.

1.4.3.1. (Added) For Depot Level Assistance see 23 MXG Operating Instruction (OI) 21-105.

1.7.1.3. (Added) Unit TODA custodians will ensure delivery of technical orders (TO) and supplements to deployed locations.

1.40.1. (Added) 23 LRS Vehicle Maintenance (VM) coordinates with unit Vehicle Control Officers (VCO)/Vehicle Control Noncommissioned Officers (VCNCO) directly for scheduled and unscheduled maintenance. MOC calls VM when disabled vehicles need to be immediately removed from the flight-line areas, in front of hangar doors or aircraft wash racks.

1.40.2. (Added) VCO/VCNCO will request vehicle replacement through U-Drive-It for vehicles turned-in for maintenance when below minimum essential limit (MEL).

1.40.3.1. (Added) Inspect all authorized vehicles used for transportation of explosives operating outside munitions storage area before use to ensure the vehicle meets safety requirements outlined in AFMAN 91-201.

1.140.3.2 (Added) All avionics and delicate equipment in an "unpacked" condition will be physically protected during vehicle transit. The protection will consist of cushioning designed to prevent excessive movement that might damage calibrated components as well as provide protection against weather.

1.40.4. (Added) All vehicles regardless of location will have the parking brake set when there is no driver in the driver's seat.

1.40.4.1 (Added) All vehicle AF Form 1800 will be signed off each shift prior to operation.

2.14.2. (Added) Refer to 23 MXG OI 91-103 for warning/danger tag use.

2.8.1. (Added) Pre-molded or foam earplugs will be used with ear defenders or David Clark style headsets (double hearing protection) within 50 feet of running engines/APU/GTC. Double hearing protection is also required within 30 feet of running -60 powered AGE equipment. Single hearing protection is required within 100 feet of running engines/APU/GTC and running -86 or -95 AGE equipment.

3.2.10. (Added) Refer to 23 Wing OI 21-50 for Crash Damaged or Disabled Aircraft Recovery (CDDAR) responsibilities.

3.2.11.1. (Added) Refer to 23 Wing OI 21-108 for FOD procedures.

3.2.11.1. (Added) Refer to 23 Wing OI 21-107 for DOP procedures.

3.4.1.6. (Added) The 23 MOS/CC oversees this program.

3.4.1.12. (Added) Refer to 23 MXG OI 21-125 for local procedures on GITA management.

3.4.1.13. (Added) Coordinate actions IAW Moody AFB LCL-23MXG-OC43.

3.4.1.17. (Added) Refer to 23 MXG OI 21-10 for aircraft red ball maintenance procedures.

3.4.1.19. (Added) Refer to 23 MXG OI 21-130 for maintenance tool Control Procedures.

3.4.1.21. (Added) Refer to 23 MXG OI 21-118 for Cannibalization Procedures.

3.4.1.22. (Added) Refer to 23 MXG OI 21-110 for group In-Process-Inspection listings.

3.4.1.34. (Added) Refer to 23 MXG OI 21-57 for procedures on Repeat/Recurring and Could Not Duplicate discrepancies.

3.4.1.56. (Added) Refer to 23 MXG OI 21-111 for Corrosion Control procedures.

3.4.1.60. (Added) Refer to 23 MXG OI 21-127 for Aircraft/Equipment Impoundment program procedures.

3.4.1.61. (Added) 23 MXG/CCK maintains the records management program.

3.4.1.62. (Added) The 23 MXG/MXQ is the Self-Inspection Program Manager for policies.

3.4.1.63. (Added) The 23 EMS/CC oversees the Oil Analysis Program.

3.4.1.65. (Added) The 23 MOS/CC oversees the Engine Trending and Diagnostic (ET&D) program. Refer to MXG OI 21-128 for ET&D procedures.

3.4.1.66. (Added) Refer to 23 MXG OI 21-103 for Aircraft Weight & Balance Procedures.

3.4.1.67. (Added) Refer to 23 Wing OI 21-121 for Aircraft Functional Check Flight procedures.

3.4.1.69. (Added) 23 EMS/CC oversees the overall CDDAR program managed by 23 EMS/MXMTR and ensures personnel are trained and resources are available.

3.4.1.70. (Added) Refer to 23 MXG OI 21-123 for Aircraft Structural Integrity Program.

3.4.1.71. (Added) Refer to 23 MXG OI 21-106 for Local Manufacture Procedures.

3.4.1.94. (Added) Refer to LCL-23MXG-OC43 for Emergency action checklist.

3.4.1.101. (Added) 23 CMS/CC oversees the external fuel tanks, conformal fuel tanks and weapons bay fuel tank program.

3.4.1.101.1 (Added) A-10 600 gallon external fuel tank RESPONSIBLITIES:

3.4.1.101.1.1. (Added) 74th AMU and 75th AMU shall:

3.4.1.101.1.1.1. (Added) Deliver tanks to building 724 (vertical storage facility) if serviceable and building 788 (A-10 Fuels Hangar) if due scheduled/unscheduled maintenance.

3.4.1.101.1.1.2. (Added) Ensure A-10 external tank maintenance check lists are completed prior to tank delivery. (See attachment 3 of 23 MXG OI 21-160).

3.4.1.101.1.1.3. (Added) Have overall ownership and oversight responsibilities for tanks, utilization, and equipment inventory.

3.4.1.101.1.1.4. (Added) Transport external fuel tanks with tank dollies to JI yard for cargo processing. Provide shipping documentation and HAZDEC.

3.4.1.101.1.2. (Added) Fuel System Repair Section shall:

3.4.1.101.1.2.1. (Added) Inspect tanks prior to acceptance from AMU and ensure maintenance check lists are completed.

3.4.1.101.1.2.2. (Added) Load/unload tanks onto or off of the vertical tank storage system (VTS). (Fuel Shop will maintain the VTS and building)

3.4.1.101.1.2.3. (Added) Perform all fuel system in tank maintenance and establish repair ETICS for tanks and provide this information to CMS Production Superintendent.

3.4.1.101.1.2.4. (Added) Maintain, track and update AMUs on tank status weekly.

3.4.1.101.2. (Added) Benson/Robertson tank RESPONSIBLITIES:

3.4.1.101.2.1. (Added) 71st AMU, 41st HMU shall:

3.4.1.101.2.1.1. (Added) Ensure Benson tanks are stored in building 655 when not on aircraft.

3.4.1.101.2.1.2. (Added) Deliver Benson/Robertson tanks to building 646 (Fuels Hangar) for all scheduled/unscheduled maintenance.

3.4.1.101.2.1.3. (Added) Ensure Benson/Robertson tank maintenance check lists are completed prior to tank delivery. (See attachment 4 of Fuels OI 21-160).

3.4.1.101.2.1.4. (Added) Have overall ownership and oversight responsibilities for Benson/Robertson tanks, as well as track status, utilization, and equipment inventory.

3.4.1.101.2.2. (Added) Fuel System Repair Section shall:

3.4.1.101.2.2.1. (Added) Inspect Benson/Robertson tanks prior to acceptance from AMU/HMU and ensure maintenance check lists are completed.

3.4.1.101.2.2.2. (Added) Perform all fuel system in tank maintenance, establish repair ETICS for Benson/Robertson tanks and provide this information to CMS Production Superintendent.

3.4.1.102. (Added) Where the AF or CAF require an appointment, a member placed/approved onto the special certification roster (when applicable) constitutes appointment, no appointment letter required.

3.7.5. (Added) Appointed coordinators will complete Air Force Institute of Technology environmental related courses, seminars, and safety representative training provided by 23 WG Safety office.

3.8.42. (Added) Refer to 23 MXG OI 21-49 for Workcenter assignment listings.

3.10.29. (Added) Refer to 23 MXG OI 21-115 for aircraft -21 procedures.

3.10.34. (Added) Ensure IMDS work center events needed by other work centers are loaded correctly.

3.10.34.1. (Added) Reviews IMDS to ensure accuracy of all personnel information, employee number assigned, correct work center and labor codes assigned.

3.10.34.2. (Added) Ensure a snapshot of completed WCE or job and place snapshot (122) with removed part for verification of correct IMDS NRTS documentation.

3.10.34.3. (Added) Ensure technician's load/change/delete non-time-change serially controlled item information.

4.5.3. (Added) 23 AMXS & 723 AMXS will continue to support aircraft in phase with required personnel (i.e. crew chief, A-/B-/C-shop) during all exercises. Any deviations to this will be coordinated with 23 EMS/MA or Superintendent.

4.6. (Added) Production Superintendent. It is the responsibility of the squadron production superintendent to notify MOC as soon as practical prior to loading or unloading munitions. Refer to AFMAN 91-201 Moody AFB Sup 1 for additional munitions requirements.

4.7.16. (Added) Ensure each A-10 debriefing section has the flight control debriefing guides on hand Attachment 16 (Added), and that they are completed prior to concluding the flight debriefing. Place the original copy of the debriefing guide in the aircraft forms binder preceding the AFTO IMTs 781A. File a duplicate with the debriefing section. Contact 23 EMS Production Superintendent to ensure an R&R technician is present for debrief of all flight control reported discrepancies. The only exemptions are A-10 pitch or yaw SAS kicks off line.

4.8.1.1.1. (Added) AMU debrief sections will use Attachment 16 (Added) for reported flight control discrepancies.

4.8.1.1.2. (Added) AMU debrief sections will use Attachment 17 (Added) for reported A-10 stalls/anomalies.

4.8.9.2. (Added) Repeat/Recur Discrepancies. Debrief will ensure IMDS reflects the repeat/recur nature on the discrepancy input screen. The words “REPEAT” or “RECUR” if not automatically inputted, will be included when loading the discrepancy into the automated debrief screen.

4.11.1.11. (Added) The amount, quantity, and/or percentage of Weapons Supervisory Inspections (WSI) to be performed on a daily basis, on daily flyers, are listed below.

4.11.1.11.1. (Added) WSIs during normal flying operations will be performed on 10% of scheduled aircraft prior to the first sortie of the day.

4.11.1.11.2. (Added) During live ordinance loaded aircraft flying operations with live munitions, WSIs will be performed on 100% of scheduled aircraft every sortie every turn.

4.11.1.11.3. (Added) During exercises WSIs will be performed on 25% of scheduled aircraft prior to the first sortie of the day. During turns, WSIs should be performed if time permits.

5.6.2.8.1. (Added) E&E section will monitor and report status of all aircraft liquid and gaseous servicing carts.

5.6.3.2. (Added) Refer to 23 MXG OI 21-120 for Egress procedures

5.6.4. (Added) Refer to 23 MXG OI 21-160 for Fuel System repair procedures.

5.7.1.4. (Added) Equipment maintained by 23 EMS AGE will be on the AGE accounts CA/CRL. The only exceptions to this instruction are specific AGE nonpowered assets supporting AMUs, aircraft maintenance back-shops and/or those waived in writing by the AGE Flight Chief. SE maintained by AGE will not be ordered, turned in, nor AS authorizations changed without prior coordination with the AGE Flight Chief.

5.7.2.4. (Added) The colored tape (located under the field numbers) identifies which AMU/HMU the equipment is assigned to: see table 5.7-1

TABLE 5.7-1

41 HMU AGE	**Yellow Tape**	**# range 80-99**
71 AMU AGE	**Blue Tape**	**# range 60-79**
74 AMU AGE	**Red Tape**	**# range 01-20**
75 AMU AGE	**Black Tape**	**# range 21-39**

5.7.6.5.2. (Added) Bomb lifts and any other operator-dispatched equipment will be returned to AGE no later than the last duty day of the week. Bomb lifts dispatched to Munitions Storage Area will be exempt from this requirement. The 23 MXG AGE Flight will be responsible for completing a serviceability inspection on all bomb lifts dispatched to the Munitions Storage Area at a minimum of once every 7 days.

5.8.4.5. (Added) Each AMU Weapons Section will ensure scheduled equipment will be delivered with the following:

5.8.4.5.1. (Added) Properly filled out AFTO Form 350 tags will be attached to the equipment.

5.8.4.5.2. (Added) All required hardware/safety gear (i.e., electrical cables, MAU-40/50 cartridge retainers, sensing switch guards, dust caps, detent pins, electrical/mechanical safety pins and LAU-131 Shock Pans) installed.

5.8.4.5.3. (Added) Equipment being turned in will have the BPO accomplished unless being turned in for a PRD.

5.8.4.5.4. (Added) All scheduled AME will be due in no later than close of business of the last duty day of the week prior to the scheduled inspection.

5.8.4.5.5. (Added) Suspected malfunction equipment will be delivered for repair as follows:

5.8.4.5.5.1. (Added) Equipment involved in a malfunction will be turned in before close of business on the same duty day that the malfunction occurred to the maximum extent possible.

5.8.4.5.5.2. (Added) Attach an AFTO Form 350 accurately describing the discrepancy or malfunction in detail. Attach hung ordnance or missile malfunction debrief sheet.

5.8.4.5.5.3. (Added) Appropriate IMDS entries, and a copy of screen #122 maintenance snapshot attached to the equipment being turned in. JCN will be against the equipment serial number and PWC *BMR00*. **NOTE**: When IMDS is offline, a manual JCN will be issued from the appropriate AMU to be used on the AFTO Form 350. An AFTO IMT 349**,** will replace screen #122 snapshot for tracking unscheduled maintenance until IMDS is back on line, at which time the weapons sections will ensure that the manual JCN is entered into IMDS.

5.8.4.5.5.4. (Added) Electrical interconnect cables will accompany all equipment involved in a malfunction/PRD.

5.8.4.6.1. (Added) Upon performing an acceptance inspection on a LAU-131 rocket pod the Armament Flight will mark the pod with a new serial number.

5.8.5.1.1 (Added) AMUs will provide the Armament AME section with an accurate AME listing as soon as possible, prior deploying AME assets off base.

5.11.2. (Added) The R&R Sections will accomplish maintenance on aircraft systems and components listed as R&R in Attachment 15 (Added). The AMU will do the operational checkout on those items listed as AMU. See applicable TO for specific rigging, removal/installation and checkout tasks. A-10 tasks are listed in Table A15.1. and C-130 tasks are shown in Table A15.2.

5.11.2.1.4. (Added) Ensure the R&R element maintain appropriate AFTO IMT 95 for all flight control maintenance actions (A-10 only).

5.11.2.9. (Added) White Area Maintenance and Inspection. See 23 MXG OI 21-117 for White Area Inspection Program.

5.11.3. (Added) For C-130 ISO inspections see 23 MXG OI 21-112; for A-10 Phase inspections see 23 MXG OI 21-113; for HH-60 Phase inspections see 23 MXG OI 21-114.

5.12. (Added) Munitions Flight. The munitions flight will contact QA, via e-mail within 3 duty days upon discovery of a munitions-related TCTO.

6.3.2.2. (Added) For LMR Radio Call Signs see 23 Wing OI 33-101.

6.3.2.5.1. (Added) Priorities. In no way does the order in which a unit appears on each of the following lists establish precedence. Aircraft will be supported using the following priorities:
6.3.2.5.2. (Added) The following are considered Priority One aircraft:

6.3.2.5.2.1. (Added) Any aircraft on alert status, war plan, or national emergency missions.

6.3.2.5.3. (Added) The following are considered Priority Two aircraft:

6.3.2.5.3.1. (Added) Air evacuation, rescue, or weather mission aircraft.

6.3.2.5.3.2. (Added) Department of Defense aircraft on ferry mission.

6.3.2.5.3.3. (Added) Command, numbered Air Force, and wing commander’s aircraft.

6.3.2.5.3.4. (Added) 74 FS aircraft (contingency requirement flights).

6.3.2.5.3.5. (Added) 75 FS aircraft (contingency requirement flights).

6.3.2.5.3.6. (Added) 41 RQS aircraft (contingency requirement flights).

6.3.2.5.3.7. (Added) 71 RQS aircraft (contingency requirement flights).

6.3.2.5.4. (Added) The following are considered Priority Three aircraft:

6.3.2.5.4.1. (Added) Transient aircraft.

6.3.2.5.5. (Added) The above priorities are set as a guide to be used by the 23 MOS MOC. Conflicts concerning priorities will be resolved by the 23 MOS MOC senior coordinator in conjunction with 23 AMXS, 723 AMXS, 23 CMS and 23 EMS production superintendents as appropriate.

6.3.2.7.1.1. (Added) MOC will record and forward all engine run information to 23 MOS/MXOT scheduling office. MXOT will forward the information to the Unit Training managers for update in IMDS.

6.3.2.10.1. AMU production superintendent or expediter will notify MOC NLT 45 minutes prior to loading or unloading live munitions. MOC will relay the notification to the Fire Department, Security Forces Control Center, Base Operations, POL, Wing Safety and all Fitness Centers NLT 15 minutes prior to loading or unloading live munitions.

6.3.2.21. (Added) Personnel will be assigned to the MOC for a maximum of 3 years.

6.3.2.24. (Added) MOC is designated as the overall OPR for 23 MXG and ACC-associate maintenance units' (23 AMXS, 723 AMXS, 23 EMS, etc.) LMR programs.

6.3.2.29. (Added) MOC hours of operation during extended periods of flight-line closure will use the following guidelines for maintaining command and control of the maintenance group while affording the maximum opportunity to take advantage of the downtime.

6.3.2.29.1. (Added) MOC will close a half an hour after the last maintenance line and/or facility closes and return 1 hour prior to the first planned reopening of a facility and/or maintenance line.

6.3.2.29.2. (Added) MOC duty personnel will give a turnover in the MOC office at the beginning and end of each shift and hand over the cell phone and weekend duty roster.

6.3.2.29.3. (Added) Each squadron will provide MOC a duty stand-by roster prior to closing and vacating their duty sections.

6.3.2.29.3.1. (Added) MOC duty personnel will be responsible for keeping a duty cell phone as well as a current stand-by roster for each squadron in their possession at all times that they are out of the office during scheduled extended periods of flight-line closure.

6.3.2.29.3.2. (Added) The duty cell phone number will be provided to the Command Post who will notify the MOC controller of any situation which requires maintenance involvement.

6.3.2.29.4. (Added) Responding to an incident: See 23 MXG OI 21-104 for accident/incident reporting procedures.

6.3.3. (Added) Refer to 23 MXG OI 21-133 for Engine Management program.

6.3.6.20.6.15.2. (Added) Refer to 23 MXG 21-119 for Plans, Scheduling and Documentation (PS&D) procedures.

7.1. (Added) Refer to 23 MXG 21-119 for PS&D procedures.

8.5.2. (Added) QA will annotate who was briefed and forward electronic copies of the report to the squadron(s) supervision for review/routing actions.

8.5.7. (Added) Dedicated Inspector(s) assigned to the squadron/AMU/HMU should meet with the Operations Officer or Superintendents for inputs/feedback monthly.

8.7. Quality Assurance Augmentees**.** Only qualified 7-level technicians (SSgt and above) will be assigned as Quality Assurance Augmentees.

8.11.4. (Added) QA will coordinate recommended AQL baseline changes with squadron's maintenance supervision before forwarding to 23 MXG/CC for approval.

8.15.2.7. Refer to 23 MXG 21-105 for Engineering Assistance Request.

8.16.3.4. (Added) QA will do a validation/verification to ensure personnel are capable of performing the task without further training. If additional training is required, AFETS will train personnel and annotate the training in their AF IMT 797 documenting their proficiency in that specific TCTO task.

8.16.3.6.1. (Added) The QA TCTO monitor will advise the weight and balance section of receipt of any TCTOs that can affect weight and balance.

8.16.3.6.2. (Added) When weight and balance-affected TCTOs are in work, the owning unit will make an AFTO IMT 781A entry for weight and balance re-computation along with TCTO completion documentation if not already loaded by PS&D.

8.17.5. (Added) Refer to 23 MXG OI 21-109 Source Reference Data Review Procedures for guidelines for review of local work cards, job guides, page supplements, etc... .

8.18.4. (Added) Local OTIs. All proposed OTIs will be coordinated through the QA Chief Inspector. The chief inspector will determine, based on information provided, if an OTI is warranted. If it is determined that an OTI is required, an inspector assigned by the chief inspector will be responsible for writing the OTI in the prescribed format. When 23 MXG/CC or appointed representative, approves the OTI, PS&D will schedule a meeting of all affected agencies to coordinate on scheduling and performing the OTI. Units will not begin accomplishment of the OTI until after a meeting is held unless directed by 23 MXG/CC or appointed representative.

8.19.1. (Added) Designate in writing the OIC of the FCF program.

8.19.2.1. (Added) If required, develop additional checklists and procedures unique to the local area.

8.19.2.2. (Added) Develop, maintain, and update a briefing guide for the upgrade training of FCF pilots to include: a description of the full FCF aircraft profile, a comprehensive aircraft forms review, a comprehensive IMDS review, applicable T.O. data requirements, and weight and balance data (Form F).

8.19.2.2.1. (Added) (A-10 only) All upgrading FCF pilots will comply with the 23rd Fighter Group FCF syllabus and use the FCF Upgrade Checklist in Attachment 22. A program entry approval letter signed by the FG/CC will be accomplished prior to any upgrade training. Flight hour requirements must be met.

8.19.2.2.1.1. (Added) (A-10 only) Use the following minimum hourly criteria, including student time, to designate pilots to perform FCF duties:

A. 750 hours total and 200 hours first pilot PAA time.
B. 650 hours total and 300 hours first pilot PAA time.
C. 575 hours total and 400 hours first pilot PAA time.

8.19.2.2.1.2. (Added) (A-10 only) Upon completion of the syllabus, a letter of certification will be forwarded for Operations Group/CC for signature. The original certification letter will be kept on file with the FCF OIC and a copy at QA.

8.19.2.2.1.3 (Added) (A-10 only) FCF pilot currency is 180 days. To remain current, FCF pilots can accomplish a full FCF profile in the Full Mission Trainer (FMT). Non-current FCF pilots do not perform FCF duties until currency is achieved. To regain currency, FCF pilots will accomplish an FCF in the FMT with a certified FCF pilot. If an FMT is not available, the FCF pilot will fly an FCF profile accomplishing at a minimum the engine shutdown and manual reversion portions of the checklist with a certified FCF pilot in chase.

8.19.2.2.2. (Added) (A-10 Only) In coordination with QA the FCF OIC will develop a written examination for FCF pilots. The examination will be administered by Fighter Group Standardization and evaluation(FGV)/Operations Group Standardization and evaluation (OGV) and updated annually by the FCF OIC.

8.19.2.2.3. (Added) The FCF OIC will provide QA with signed individual certification letters for all FCF qualified pilots.

8.19.2.2.4. (Added) Each squadron (if required) will normally maintain a minimum of three qualified FCF pilots.

8.19.2.9. (Added) Analyze FCF results as provided by QA on a quarterly basis and submit changes or recommendations (if any) in writing for improving local FCF procedures. Provide the FCF OIC with any FCF trends, benchmarks, “Best Practices” and briefings.

8.19.3.6. (Added) Refer to 23 WG OI 21-121 for Functional Check Flight Program.

8.19.4.1 (Added)(A-10 Only) Configuration: Clean with gun system empty, no Pave Penny pod, and five variable ballast plates installed. Fuel Load: Aircraft will have a full internal fuel load for flight. The fuel load may be adjusted as mission requirements dictate with the specific approval of the FG/CC.

8.19.4.2.1. (Added) A full FCF profile need not be performed if only certain systems were compromised, or the aircraft is on a repeat flight. Subsequent FCFs of the same aircraft may be a partial profile to include all checks not previously accomplished or to accomplish checks on a failed item.

8.19.4.2.1.1. (Added) (A-10 Only) T.O. 1A-10C-6 provides leeway to perform "Partial" Functional Check Flight (FCF) Profiles. This document provides more specific guidance on which checks are required following specific maintenance actions.

8.19.4.2.2.1.2. (Added) (A-10 Only) The following maintenance actions require a Full FCF profile as described in T.O. 1A-10C-6CF1(2):

A. When aircraft is removed from extended storage.

B. At the completion of the second phase inspection.

8.19.4.2.2.1.3. (Added) (A-10 Only) The following maintenance actions only require a Partial FCF profile. The required checks are listed below the maintenance action. Those checks accomplished will be IAW T.O. 1A-10C-6CF-1(2) and T.O. 1A-10C-1(-2):

A. Major modification and repairs to the primary structure which could affect structural alignment and/or flight characteristics complete the following checks IAW T.O.1A-10C-6CF-1(2):

1. Before Taxiing:
   a. Flight controls
   b. MRFCS
   c. Pitch and Roll jam Isolation
   d. Trim
2. 10,000 feet:
   a. Flaps
   b. Primary Flight Controls
3. 15,000 feet:
   a. Stalls and Slats
4. 18,000 feet:
   a. Primary Flight Control (Manual Reversion)
   b. Return to Powered Flight
   c. Descent
   d. Speed Brake Blowback
   e. High Speed

B. Replacement of deceleron or adjustment to deceleron camber complete the following checks IAW T.O. 1A-10C-6CF-1(2):

1. Before Taxiing:
   a. Flight controls
   b. MRFCS
   c. Roll jam Isolation
   d. Trim
2. 10,000 feet:
   a. Primary Flight Controls
3. 15,000 feet:
   a. Stalls and Slats
4. 18,000 feet:
   a. Primary Flight Control (Manual Reversion)
   b. Return to Powered Flight
5. Descent:

a. Speed Brake Blowback
b. High Speed

C. Replacement of elevator or elevator trim tab complete the following checks IAW T.O.1A-10C-6CF-1(2):

1. Before Taxiing:
   a. Flight controls
   b. MRFCS
   c. Pitch jam Isolation
   d. Trim
2. 10,000 feet:
   a. Primary Flight Controls
3. 15,000 feet:
   a. Stalls and Slats
4. 18,000 feet:
   a. Primary Flight Control (Manual Reversion)
   b. Return to Powered Flight
5. Descent:
   a. High Speed

D. (1) Replacement of both engines.

(2) Engines on which extensive maintenance has been accomplished, installation of QEC kit, JIEM involving disassembly of major components and engines are reinstalled (*not mandatory for a single engine*).

(3) Removal, reinstallation and/or replacement of the engine fuel control (*not mandatory for single fuel control*).

Complete the following checks IAW T.O.1A-10C-6CF-1(2):

1. Starting Engines:
   a. COMPLETE ALL CHECKS
2. Before Taxiing:
   a. Fuel system
   b. Bleed Air System
   c. Chop Check
3. Lineup
   a. COMPLETE ALL CHECKS
4. 10,000 feet:
   a. Engine Maximum Power
5. 15,000 feet:
   a. Left Engine Start/APU
   b. Right Engine Start
   c. Engine Cross bleed Start
6. 25,000 feet:
   a. Engine Maximum Power
   b. Throttle Burst
   c. Throttle rigging
7. 35,000 feet:
   a. Engine Operation
8. Descent:

a. High Speed Check (observe engine performance)

9. After Landing:

a. Boost Pumps - Off (observe engine operation)

8.19.4.2.2.1.4. (Added) (A-10 Only) Under circumstances other than those listed above, the need for an aircraft FCF following maintenance or repair work is an engineering decision to be exercised by commanders through their maintenance officers. A specific profile will be tailored to check the operation of the affected systems by the FCF pilot and approved by the FG/CC before flight.

8.19.4.4 (Added) Weather Requirements. FCF flight weather minimums in this instruction are more restrictive than those found in T.O. 1-1-300. The appropriate group/CC or designated representative is the waiver authority for the weather restrictions found in this instruction. However, the weather minimums established in AFI 11-202, Vol. 3, and T.O. 1-1-300 still apply.

8.19.4.4.1. (Added) (A-10 Only) If penetration of a ceiling is anticipated and a check of the primary flight instruments is required, the weather minimums will be 3,000'/3nm to remain VMC and allow for vectoring by ATC.

8.19.4.4.2. (Added) (A-10 Only) For check flights requiring manual reversion, flight control checks, or engine re-starts, the working area will have a minimum of 8,000' of clear airspace before starting the checks.

8.19.4.4.3. (Added) (A-10 Only) Due to the potential for single engine or manual reversion recovery the launch restriction for cross winds is 10 knots. This restriction may be waived by the FG/CC.

8.19.4.4.4. (Added) (A-10 Only) Pilots will file an IFR flight plan and be under radar control to the maximum extent possible.

8.19.4.4.5. (Added) (A-10 Only) In addition, all FCF pilots will monitor the Supervisor of Flying's (SOF) primary VHF from engine start to shutdown and will perform a radio check with the SOF from the working area. It is recommended that the SOF be informed of the type of profile planned (full or partial) and assistance required, if any.

8.19.4.4.6. (Added) (A-10 Only) Call signs used during FCFs will be specific to each squadron. The 74 FS will use the call signs DYNO 41 - 45 and the 75 FS will use DYNO 51 - 55.

8.19.4.4.7. (Added) Pilots will debrief with squadron maintenance and QA. The flight control checklist (attachment 16) completed during full-profile sorties or partial-profile sorties for flight controls will be considered part of the forms "write-up" and given to maintenance if the aircraft failed for flight control related problems.

8.20. **Operational Check Flights (OCFs).** May be flown by any pilot current and qualified in the aircraft. If an item needs to be tested on an aircraft that is solely in the scope of the -6CL (engine shutdowns, manual reversion, etc.), then a current and qualified FCF pilot will

accomplish the check IAW guidance in the - 6CL. It is up to the discretion of the OG/CC, MXG/CC, ECG/CC and SQ/CC in conjunction with the applicable flying squadron to determine whether an OCF or FCF will be flown.

8.20.1. (Added) All OCFs require an active forms inspection by QA prior to flight. A printed IMDS 380 screen will accompany the forms to ensure all grounding discrepancies have been cleared in IMDS.

8.20.2. (Added) Following the active forms inspection, 23 MXG/MXQ will make a recommendation to the 23 MXG/CC on whether or not a Preflight QVI should be performed on the aircraft. Base this decision on the amount and scope of maintenance performed and length of aircraft downtime, as well as the number and type of operational checks required during the flight. Preflight QVIs will be the exception, not the standard practice.

8.20.3. (Added) The flying squadron providing the pilot for the OCF will schedule the appropriate airspace and file all appropriate flight plans. **NOTE**: Keep OCFs to a minimum and do not use to replace -6 FCF requirements.

8.20.4. (Added) If available, use an FCF pilot for all OCF flights. If an FCF pilot is not available then a highly qualified and experienced pilot will be chosen.

8.20.5. (Added) (A-10 Only) Configuration: Clean with gun system empty, no Pave Penny pod, and five variable ballast plates installed.

8.20.6. (Added) (A-10 Only) Fuel Load: Aircraft will have a full internal fuel load for flight. The fuel load may be adjusted as mission requirements dictate with the specific approval of the FG/CC.

8.22.3. (Added) High speed taxi checks will not normally be conducted at Moody AFB. High speed taxi checks will be kept to a minimum and will require specific approval from the owning Operations Group/CC.

8.22.4. (Added) (A-10 Only) A qualified FCF pilot will perform high speed taxi checks with restrictions listed in T.O. 1A-10C-1(-2), T.O. 1A-10C-1-1, and T.O. 1A-10C-6CF-1(-2). The required operational checks will determine the specific parameters to be achieved during the taxi checks.

8.22.4.1. (Added) (A-10 Only) The aircraft will have a fuel load of 6000 lbs. (main tanks full).

8.22.4.2. (Added) (A-10 Only) If wheel brakes are applied above 100 KIAS or the pilot feels that “hot brakes” may be possible, inform the SOF and apply local hot brake procedures.

8.22.5. (Added) (A-10 Only) Multiple tests should be avoided. If multiple tests are required, the minimum wait time is 20 minutes or as specified in T.O. 1A-10C-1(-2) (Wheel Brake Energy Charts) whichever is greater. This wait time will be spent with the wheels chocked, brakes released for proper cooling. During the wait period the wheel/tire temperature will be monitored for excessive heat buildup.

8.22.6. (Added) (A-10 Only) The aircraft will be in the Functional Check Flight (FCF) configuration.

8.22.7. (Added) (A-10 Only) Wheel brake energy charts will be consulted for the specific profile(s) to be accomplished. The pilot will compute: (1) Wheel brake energy absorbed (speed brakes OPEN and CLOSED) (2) Wait time for brake cooling.

8.22.8. (Added) (A-10 Only) The pilot will check the brakes IAW T.O. 1A-10C-6CF-1 (before taxi checks).

8.22.9. (Added) (A-10 Only) A Supervisor of Flying (SOF) will be in the control tower.

8.22.10. (Added) (A-10 Only) Any deviations from these procedures due to operational requirements will be approved by the FG/CC before taxi checks commence.

8.22.11. (Added) If it is determined that an A-10 will perform a high speed taxi check, the FCF pilot will receive a brief from the FCF OIC and will perform the check while following Attachment 18 (Added)**.**

8.22.12. (Added) If it is determined that a C-130 will perform a high speed taxi check, the FCF or OCF pilots performing the check will follow Attachment 19, *High Speed Taxi Checks C-130*.

8.23. (Added) Refer to 23 MXG OI 21-103 for Weight and Balance Procedures.

9.2. (Added) Refer to 23 MXG OI 21-127 for Impoundment Procedures.

10.1. (Added) Refer to 23 MXG OI 21-130 for Tool Control Procedures.

11.19. (Added) Refer to 23 MXG OI 21-106 for Local Manufacture Procedures.

11.27. Maintenance Turn-Around (TRN) Record Update Processing**.** Maintenance Support Section/MX Flight TRN Responsibilities:

11.27.1. (Added) Owning organization will take assets being repaired under the following TRN procedures to the appropriate repair shop with the following information (AFREP does not apply):

11.27.1.1. (Added) AFTO Form 350 with the TRN Document Number. TRN Doc # will be as follows: Applicable Activity code (J, X, R or S) Maintenance Organization and shop code, 00 (constant), and the AFTO 350 tag number i.e. J721AF00365482.

11.27.1.2. (Added) IMDS snapshot of job work center event (Screen # 122).

11.27.2. (Added) This document will be loaded in IMDS as UJC “AA” as DUE-OUT. Status will be changed to reflect “ISSUE” upon receipt of asset. This applies only to “Repair Cycle items”.

11.27.3. (Added) Upon picking up the repaired item, the owning organization will follow up to ensure TRNs are processed. This will be accomplished by reviewing the D04 daily.

11.27.4. (Added) If the item is not repaired and must be requisitioned, the TRN document will be deleted. Once the back shop notifies the owning organization that a part cannot be repaired then the owning organization should provide them with a supply document number as soon as possible as to not hold up the shipping of the unserviceable asset. The reparable will be processed through FSC and routed as a DIFM asset.

11.27.5. (Added) Normally, the owning organization/MX FLT will ensure there are no assets on base prior to submitting a part for TRN action. However, there are certain situations when it is prudent to use the TRN process in lieu of processing an Issue IAW TO 00-20-3 Para 3.4. This will be determined locally by maintenance on a case by case basis.

11.27.6. (Added) IAW AFI 21-123, AFREP items require a supply document for processing. All XF/XD assets taken to AFREP will use the MEMO MICAP document process and placed into MASS with an ETIC. AFREP will provide the owning organization with an ETIC as soon as possible but NLT 24hrs. All ETICs exceeding the 72 hour period will be considered for requisition by the owning organization.

11.27.7. (Added) Off-Equipment Repair Agency Responsibilities:

11.27.7.1. (Added) Process all TRN actions in IMDS using screen # 352 or use SBSS screen # 180. TRN are only required to be processed in IMDS if maintenance action taken codes A, F, G, K, L or Z apply. No further processing is required for all others.

11.27.7.2. (Added) All areas processing TRNs are required to maintain AF IMT 2521 and process information IAW AFI 21-101, Para 11.27.

11.27.7.3. (Added) Ensure TRN processes by using the D04.

11.27.7.4. (Added) Notify owning organization once all repair and TRN data updates are complete.

11.27.7.5. (Added) Notify FSC when the AFTO 350 tags are ready to be picked up.

11.27.7.6. (Added) Will provide a valid ETIC as soon as possible for identified MICAP items and within 24hrs of receipt for BQs to the production superintendents.

11.27.7.7. (Added) Submit primary and alternate TRN monitor appointment letters to FSC.

11.27.7.8. (Added) If a part is required to fix a TRN and the item is in stock the MSSS will issue the part using UJC AA, the aircraft SRD and the tail number the TRN is required for.

11.27.8. (Added) Flight Service Center Responsibilities:

11.27.8.1. (Added) Will have overall responsibility for the TRN process.

11.27.8.2. (Added) Will appoint a primary and an alternate TRN monitor in writing and forward to the supported maintenance production control.

11.27.8.3. (Added) Maintain a suspense file until the TRN has been verified as processed using the D04 or the I122 management notice.

11.27.8.4. (Added) Process all TRNs for units without IMDS or SBSS connectivity.

11.27.8.5. (Added) Maintain a letter from each back shop of all assigned TRN monitors.

11.27.8.6. (Added) Provide training as required ensuring the overall integrity of the program.

12.1.10.1. See 23 WG OI 36-100 for 2W1X1 Personnel Recognition Program.

12.1.15.2.1. (Added) Procedures for inspecting and "safing" hung munitions or external stores before aircraft return to parking areas. As a rule, ensure aircraft guns and rockets are "safed" in the dearm area before aircraft return to open ramp parking areas. See 23 MXG OI 21-124 Hung Ordnance Procedures and see 23 MXG OI 21-122, End of Runway Procedures.

12.7.3. (Added) Weapons section NCOICs will schedule all 2W1X1 personnel assigned to their AMU, regardless of duty position, for initial and recurring weapons academics.

12.14.1. (Added) If one member of the formed load crew is on probationary status then all members of the load crew will be on probationary status. Probationary crews will load IAW with the probationary load schedule. Assigned load crews not on probationary status will load bi-monthly IAW the load training schedule.

12.15.1.4. (Added) Crews failing an integrated load for overtime will recertify/requalify on the same load.

14.6.3.1. (Added) Refer to 23 MXG OI 21-123 for Aircraft Structural Integrity Program.

14.8.12. (Added) See 21-118 for Cannibalization Program.

14.10. (Added) Refer to 23 WG OI 21-50 for Crash Damaged or Disabled Aircraft Recovery (CDDAR) responsibilities.

14.11. (Added) Refer to 23 WG OI 21-107 for Dropped Object Prevention Program (DOPP).

14.13. (Added) Refer to 23 MXG OI 21-122 for End Of Runway Procedures (EOR).

14.15. (Added) Refer to 23 MXG OI 21-102 for Engine Run Program.

14.19.2.3.1. (Added) Trim Pad Pre-Run Checklist will be kept in the section chief’s office for a minimum of 30 days.

14.19.2.18. (Added) Refer to 23 MXG OI 21-115 for -21 Equipment Procedures.

14.20.1. (Added) Refer to 23 MXG OI 21-57 for Repeat/Recur and Cannot Duplicate Malfunctions.

14.20.3.1 (Added) Refer to 23 MXG OI 21-110 for In-Process-Inspection (IPI) listings.

14.21.4. (Added) Refer to 23 MXG OI 21-125 for Local GITA Procedures.

14.22.9.1.1. (Added) Quality Assurance will perform a pre-flight inspection prior to the Hangar Queen flight on C-130s and HH-60s only.

14.22.9.3.3.1. (Added) The AMU will inform the MOC of any change in aircraft status.

14.22.9.3.3.2. (Added) Form a dedicated recovery team with a senior NCO or above as manager for hangar queen aircraft located off station. The manager will closely monitor all maintenance actions and track parts requirements.

14.22.9.3.3.3. (Added) The recovery team manager will perform all required forms reviews until the aircraft has returned to home station.

14.23.1. Hot Refueling Procedures. See Attachment 21 (Added).

14.24.3. (Added) IFF Mode IV Responsibilities and Procedures:

14.24.3.1. (Added) AMUs will:

14.24.3.1.1. (Added) Provide qualified AMU personnel will perform Mode IV ground checks as follows:

14.24.3.1.1.1. (Added) Ensure the AN/APM-424 or AN/APM-480 test set is operational, loaded with the Mode IV code for the flying day, and that two fully charged battery packs are available for use.

14.24.3.1.1.2. (Added) Ensure proper coding devices are available and set with correct daily code IAW applicable regulations.

14.26.1. Refer to 23 WG OI 33-101 for LMR Radio Call Signs.

14.30.2. (Added) AMUs Responsibilities and Procedures:

14.30.2.1. (Added) AMU technicians will ensure a minimum of two qualified technicians are in place with the AN/PLM-4, Radar Signal Simulator or equivalent test set, NLT 45 minutes prior to scheduled take-off time.

14.30.2.1.1. (Added) AMU technicians will have a radio capable of communication with the production superintendent and a vehicle available at the RWR pits for their use. Additionally, the aerospace ground equipment flight will supply two light carts during nighttime RWR operations.

14.30.2.3. (Added) Ensure technician performing the test can communicate with the aircrew to begin and terminate test (either with hand signals, a sign board, or connect to aircraft for voice communication). One RWR check area will be set up for both A-10 flying squadrons to use. Responsibility to set up RWR flow through will be as follows and the AMU will use their own testers on their designated month when possible:

Table 14.1. (Added) Designated Month AMU RWR Checks

74 AMU	January, March, May, July, September, November
75 AMU	February, April, June, August, October, December

14.30.2.4. (Added) Test data and results will be entered into IMDS for all checks using appropriate job standard. Documentation will include pass/fail, description of any faults found, and reference to job control number created for failures. If deferment of test is required, contact MOS Plans, Scheduling, and Documentation with justification.

14.39. (Added) Refer to OI 23 MXG 21-104 for Incident Reporting Procedures.

14.40. (Added) A-10 Chock Walking. IAW AFI 11-218, ACC Sup 1, *Aircraft Operations and Movement on the Ground* the 23 MXG/CC or designated representative approve all towing without brake pressure when there is no specific MDS technical data guidance. 23 MXG/CC authorizes chock walks to/from the aircraft parking ramps to the wash rack, fuel barns, phase, or ISO at all times. Any other chock walks require case-by-case approval from 23 MXG/CC or designated representative.

14.41. (Added) Trim Pad Engine Run Program/Procedures. See Attachment 20.

14.51.4.2 (Added) Refer to MXG OI 21-126 for Oil Analysis Program management procedures.

16.1. (Added) Refer to 23 MXG 21-116 for Centralized Intermediate Repair Facility (CIRF) Procedures.

17.3.15. (Added) TA Maintenance Contract Surveillance.

17.3.15.1. (Added) Surveillance Requirements. The 23 MXG/CD will act as primary point of contact for all necessary maintenance on transient aircraft that is beyond the capability of 23 MOS TA.

17.3.15.2. (Added) If maintenance requirements on transitory and off-base aircraft arise after normal duty hours, contact 23 MXG/CD through the wing command post.

17.3.15.3. (Added) if, due to availability of qualified technicians, the responsible AMU is unable to support the required maintenance, 23 CMS and 23 EMS will provide support within their capability. All maintenance must be coordinated through the MOC.

17.3.15.4. (Added) TA personnel will:

17.3.15.4.1. (Added) Request work orders through the MOC.

17.3.15.4.2. (Added) Notify MOC of all transient aircraft and establish positive control of due in from maintenance parts.

17.3.15.5. (Added) The MOC will:

17.3.15.5.1. (Added) Coordinate support from the maintenance organizations as necessary.

17.3.15.5.2. (Added) Coordinate home station support from the flying squadrons as required.

17.3.15.5.3. (Added) Maintain current status of transient aircraft being worked.

17.3.15.6. (Added) Procedures. TA personnel will debrief transient aircrews and inquire whether:

17.3.15.6.1. (Added) Reported discrepancy is grounding.

17.3.15.6.2. (Added) There are maintenance personnel on board capable of correcting the discrepancy.

17.3.15.6.3. (Added) Local support is being requested, what specialists are needed, and whether or not an FCF will be required. FCF requirements will be coordinated with home station. The QA FCF section will provide assistance as required.

17.3.15.6.4. (Added) When grounding discrepancies are reported; the aircraft commander or Flying Crew Chief will contact the home station and notify them of aircraft status and necessary repairs.

17.3.15.6.5. (Added) If it is determined that local repairs are possible, the TA supervisor will notify MOC or command post. The 23 MXG/CD will determine which maintenance organization can best support the maintenance agency for maintenance support. A technician/specialist will be dispatched to determine if locally available resources are adequate to make the necessary repairs.

17.3.15.6.6. (Added) If local resources are adequate to make the repairs, all work will be documented on AFTO IMTs 781A and 781H according to applicable Air Force directives. The squadron that starts the maintenance actions will be responsible for the aircraft until completed. The original copy of the forms will be sent with the aircraft, and copies will be kept in TA.

17.3.15.6.7. (Added) Maintenance personnel will contact the home station for guidance when problems or questions arise. To prevent possible miscommunication, the person actually making

the repairs will make the call. If at any time, it becomes apparent that the repairs are beyond local capabilities, work will cease immediately, and home station support will be requested.

17.3.15.6.8. (Added) If local resources are not adequate to make the repairs, the home station will be notified, and a repair team will be requested.

17.3.15.6.9. (Added) After repairs are completed and signed off, the TA supervisor and, if necessary, the technician(s)/specialist(s), will brief the aircraft commander on the corrective actions.

17.3.16. (Added) Contingency Planning.

17.3.16.1. (Added) TA Maintenance contract: In the event the contract is terminated abruptly; the 23 MXG will comply with the following contingency plan.

17.3.16.1.1. (Added) The 23 MXG/QA is the FD/FC and will act as OPR to ensure directives are met.

17.3.16.1.2. (Added) The 23 MXG/CC will support this effort by supplying four flight line qualified (2A3X3A) individuals (2 each 7- and 5- skill levels).

17.3.16.1.3. (Added) The 23 MXG/CC will notify 23 OSS of limited TA support until resolved of the contingency.

17.3.16.1.4. (Added) The 23 OSS will limit approval of PPR requests until notified by 23 MXG/CC.

17.3.16.1.5. (Added) The 23 AMXS/723 AMXS must be prepared to perform TA functions indefinitely.

17.3.16.1.6. (Added) At the direction of 23 AMXS/CC & 723 AMXS/CC, through 23 EMS/CC, the 23 EMS Maintenance Flight Chief will stand-up a TA section and is responsible for overseeing its day-to-day operations.

17.3.16.1.7. (Added) In the event of a contractor strike or default of the contract, the 23 EMS will:

17.3.16.1.7.1. (Added) Designate a TA Superintendent. The TA Superintendent will:

17.3.16.1.7.1.1. (Added) If possible, obtain a turnover from contractor.

17.3.16.1.7.1.2. (Added) Using the existing contract, perform an inventory of all Government-owned equipment, tools, publications, technical orders, and supplies.

17.3.16.1.7.1.3. (Added) Collect and isolate any contractor-owned equipment or supplies.

17.3.16.1.7.1.4. (Added) Coordinate the flow of aircraft arrivals and departures with Base Operations.

17.3.16.1.7.1.5. (Added) Begin performing limited TA operations as soon as practical. Assign personnel as required to support transient operations.

17.3.16.1.7.1.6. (Added) Identify any limiting factors to the FD/FC for resolution.

17.3.16.1.7.1.7. (Added) Conduct review of assigned personnel skill and experience levels.

17.3.16.1.7.1.8. (Added) Conduct a joint inventory and turnover of government equipment and material with contractor once contingency situation has been resolved.

17.3.16.1.7.2. (Added) Staff TA with qualified personnel. When possible, these individuals will have previous TA experience. Due to the wide variety of aircraft maintained, all personnel assigned will have, at a minimum, a 5-skill level and 1 year of flight-line experience. Projected manpower for TA will be as follows:

Table 17.1. (Added) Projected TA Manpower

Rank	Quantity	Qualifications
M/TSgt	2	7 Level
T/SSgt	2	7 Level
SRA/A1C	4	5 Level
Total	8	

17.3.16.1.7.3. (Added) Coordinate with 23 MXG for the temporary assignment of four flight-line qualified personnel.

17.3.16.1.7.4. (Added) No person assigned to TA will be scheduled for leave, TDY, or school during the initial start-up period.

17.3.16.1.7.5. (Added) Personnel assigned to TA will remain in place until directed by the FD/FC.

17.3.16.2. (Added) In the event of other maintenance contracts requiring contingency replacement of contractors, the FD/FC shall write a contingency plan to be approved by the ACO/PCO and pertinent host/tenant group CC.

//SIGNED//
KENNETH E. TODOROV, Col, USAF
Commander

Attachment 15 (Added)

R&R AND AMU COMPONENT REPAIR/CHECKOUT RESPONSIBILITIES

Table A15.1. A-10 Rigging, Removal/Installation Operational Checkout.

WUC	System/Subsystem	Rigging	Removal / Replacement	Operational Checkout
14000	FLIGHT CONTROLS			
14AA0	Control Stick	R&R	R&R	R&R/AMU
14AAB	Stick Boot	N/A	R&R	N/A
14C00	ROLL CONTROLS (NOTE A)			
14CA0/B0	Deceleron	R&R	R&R	R&R/AMU
14CAM/BM	Servo Tab	R&R	R&R	R&R/AMU
14CDL/X	Feel Mechanism	R&R	R&R	R&R/AMU
14CDH/U	Shifter Assembly	R&R	R&R	R&R/AMU
14CFA/F	Shifter Actuator	R&R	R&R	R&R/AMU
14CFB/G	Trim Actuator	R&R	R&R	R&R/AMU
14CFC/H	Disconnectors	R&R	R&R	R&R (NOTE F)
14---	Control Rods	R&R	R&R	R&R/AMU
14---	System Bell cranks	R&R	R&R	R&R/AMU
14---	System Cables	R&R	R&R	R&R/AMU
14E00	PITCH CONTROLS (NOTE A)			
14EA0/B0	Elevator	R&R	R&R	R&R/AMU
14EAC/BC	Trim Tab	R&R	R&R	R&R/AMU
14ECE/F	Bob weight	R&R	R&R	R&R/AMU
14EC8	Elevator Torque Shaft	R&R	R&R	R&R/AMU
14EC4	Elevator Actuator Interconnect	R&R	R&R	R&R/AMU
14EC2	Elevator Actuator Valve Stop Mechanism	R&R	AMU	R&R/AMU
14ECT	Feel Trim Device	R&R	R&R	R&R/AMU
14EFK	Pitch Trim Actuator	R&R	R&R	R&R/AMU
14EFL	Trim Tab Actuator	R&R	R&R	R&R/AMU
14EDA	Elevator Actuator	R&R	AMU	R&R/AMU
14EFA/B	Disconnectors	R&R	R&R	R&R (NOTE F)
14---	Control Rods	R&R	R&R	R&R/AMU

14---	System Bell cranks	R&R	R&R	R&R/AMU
WUC	System/Subsystem Subsystem	Removal/ Rigging	Operational Replacement	Checkout
14---	System Cables	R&R	R&R	R&R/AMU
14G00	YAW CONTROLS (NOTE A)			
14GA0/N	Rudder	R&R	R&R/AMU	R&R/AMU
14GBA/H	Carriage Assembly	R&R	R&R	R&R/AMU
14G---	Brake Pedal Return	N/A	R&R/AMU	R&R/AMU
14G---	Spring Control Rod	R&R	R&R	R&R/AMU
14G---	System Bell cranks	R&R	R&R	R&R/AMU
14G---	Systems Cables	R&R	R&R	R&R/AMU
14L00	SPEED BRAKE SYSTEM (NOTE A)			
14LBB/J	Bushings	R&R	R&R	R&R/AMU
14LCA/E	Actuator	R&R	AMU	AMU/R&R
11AF0	WINDSHIELD ASSEMBLY (NOTE B)	N/A	R&R	AMU
11AFB	Center Glass	N/A	AMU	AMU
11AFC/H	Side Glass	N/A	AMU	AMU
12G00	CANOPY SYSTEM			
12GA0	Canopy Assembly	R&R	R&R	R&R/AMU
12GBE/F	Manual Release Control Box	R&R	R&R	R&R
12GBD	Manual Release Control Cable	R&R	R&R	R&R
12GFD	Lock Box Assembly	R&R	R&R	R&R
12GF0	Mechanical Linkage	R&R	R&R	R&R
12GGA	Actuator	R&R	AMU	R&R/AMU
12GFB	Fwd Drive Link	R&R	AMU/R&R	AMU/R&R
12GAE/F	Flapper Door & Springs (Disconnected to FOM)	AMU	AMU	AMU

13A00/B00	LANDING GEAR (NOTE A)			
WUC	System/Subsystem Subsystem	Removal/ Rigging	Operational Replacement	Checkout
13AAA/G/L 13BAA/G	Gear Doors	R&R	AMU	R&R/AMU
13AB0/BB0	Strut Assembly	N/A	R&R	R&R/AMU
13AC0/BC0 (NOTE D)	Uplock Assembly	R&R	R&R	AMU/R&R
23K00	ENGINE CONTROL SYSTEM (NOTE E)			
23KA0	Quadrant	R&R	R&R	AMU
23KBE/F	Cable, Fuselage	R&R	R&R	R&R/AMU
23KBG/H	Cable, Nacelle	R&R	R&R	R&R/AMU
23KBR	Cable, Engine	R&R/AMU	AMU	R&R/AMU

2. NOTE: Notes A thru F pertain to A/OA-10C Aircraft Maintenance Unit (AMU)

A. Removal, replacement, and adjustment of minor hardware (bushings, roll pins, bolts, nuts, etc.) on these systems that do not affect the rig of the system are the responsibility of the crew chief.

B. Seven-level structural maintenance technicians are responsible for determining the serviceability of windscreen transparencies (pilot decision overrides that of maintenance when a serviceability determination conflict exists).

C. R&R will assist in the preparation of the aircraft for the removal of all major components. The AMU will prepare the aircraft when R&R workload causes excessive delays.

D. Removal and installation of springs to facilitate other maintenance is the responsibility of the aircraft crew chief.

E. AMU maintenance personnel perform initial rig check of throttles by utilizing a Data Display Unit (DDU). If throttles are found out of rig, R&R will accomplish the rig.

F. R&R is the only agency authorized to perform maintenance and/or ground operational checkouts on aircraft installed flight control disconnections. R&R will be notified any time disconnection must be disengaged or reengaged.

Table A15.2. C-130 Rigging, Removal/Installation Operational Checkout:

WUC	System/Subsystem Subsystem	Removal/ Rigging	Operational Replacement	Checkout
11200	DOORS			
11240	Aircraft Cargo Ramp	R&R	R&R	R&R/AMU
1124C	Latching Mechanism	R&R	R&R	R&R
	Pressure Seal	N/A	AMU	AMU
11260	Aft Cargo Door	R&R	R&R	R&R/AMU
1126E	Latching Mechanism	R&R	R&R	R&R
	Pressure Sea	N/A	AMU	AMU
11270	Main Landing Gear Door	AMU/R&R	AMU	R&R /AMU
1127E	Door Bumpers	N/A	R&R	R&R
11280	Nose Landing Gear Doors	R&R	R&R	R&R/AMU
1128E	Door Bumpers	R&R	R&R	R&R
1128F	FWD Door QD	R&R	R&R	R&R
11310	Crew Door	R&R	R&R	R&R
1131B	Jettison Mechanism	R&R	R&R	R&R
	Jettison Bracket	N/A	AMU	R&R
1131H	Counter Balance Mechanism	R&R	R&R	R&R
11317	Latching Mechanism	R&R	R&R	R&R
	Pressure Seal	N/A	AMU	AMU
13100	MAIN LANDING GEAR			
1311A/B	Shoe Assembly	R&R	R&R	R&R
1311E	Torque Strut	N/A	R&R	R&R
1311M	Gearbox	R&R	R&R	R&R
1311Q	Manuel Release Mechanism	R&R	R&R	R&R
1311V	Ball-screw	R&R	R&R	R&R
13111	Strut	R&R	R&R	R&R/AMU
13200	NOSE LANDING GEAR (Note 14)			
	Strut	R&R	R&R	R&R/AMU
1321F	Up-lock	R&R	AMU/R&R	R&R
1321N	Drag Brace	N/A	R&R	R&R

WUC	System/Subsystem Subsystem	Removal/ Rigging	Operational Replacement	Checkout
13400	BRAKE SYSTEM			
13410	Pedal Adjust Mechanism	R&R	R&R	R&R
13413	Parking Brake Mechanism	R&R	R&R	R&R
	Crossover Cables	R&R	R&R	R&R
1342A	Brake Control Valve	AMU	AMU	AMU
13500	STEERING SYSTEM			
13513	Linkage	R&R	R&R	R&R
	Control Cable	R&R	R&R	R&R
13522	Control Valve	AMU	AMU	AMU
13600	EMERGENCY EQUIPMENT			
13611	NLG Emergency Release	R&R	R&R	R&R
14100	AILERON & TREIM TAB (Note 13)			
1411M	Tension Regulator	R&R	R&R	R&R
1411S	Aileron Assembly	R&R	R&R	R&R
14113	Control Cables	R&R	R&R	R&R
14114	Bell cranks	R&R	R&R	R&R
14115	Push Pull Rods	R&R	R&R	R&R
	Pressure Seal	N/A	AMU	AMU
1412F	Trim Tab Assembly	R&R	R&R	R&R
14141	Actuator Motor	R&R	R&R	R&R/AMU
14130	HYDRAULIC COMPONENTS-AILERON BOOSTER			
1413K	Booster Assembly	N/A	AMU	AMU
14200	ELEVATOR & TRIM TAB (Note 13)			
1421D	Control Cables	R&R	R&R	R&R
1421H	Tension Regulator	R&R	R&R	R&R
1421K	Elevator Assembly	R&R	R&R	R&R
14213	Push Pull Rods	R&R	R&R	R&R
	Pressure Seal/Boot	N/A	AMU	AMU
1422B	Trim Tab Assembly	R&R	R&R	R&R

WUC	System/Subsystem Subsystem	Removal/ Rigging	Operational Replacement	Checkout
14221	Trim Tab Gear Box	R&R	R&R	R&R/AMU
14222	Trim Tab Flex Shaft	R&R	R&R	R&R
14230	Hydraulic Components-Elevator Booster			
1423J	Booster Assembly	N/A	AMU	AMU
14300	Rudder & Trim Tab			
1431B	Push Pull Rod	R&R	R&R	R&R
	Pressure Seal Boot	N/A	AMU	AMU
1431N	Tension Regulator	R&R	R&R	R&R
1431Q	Rudder Assembly	R&R	R&R	R&R
1431R	Control Cables	R&R	R&R	R&R
14328	Trim Tab Assembly	R&R	R&R	R&R
14341	Actuator Assembly	R&R	R&R	R&R
14330	HYDRAULIC COMPONENTS-RUDDER BOOSTER			
1433J	Booster Assembly	N/A	AMU	AMU
14400	WING FLAP			
1441H	Gear Box	R&R/AMU	R&R	R&R/AMU
1441S/T	Flap Assembly	R&R	R&R	R&R
14411	Torque Shafts	R&R	R&R	R&R
14412	Jackscrew	R&R	R&R	R&R
14442	Manual Drive	R&R	R&R	R&R
22EAO	ENGINE CONTROLS			
22EAD	Tension Regulator	R&R	R&R	R&R
22EAO	Control Cables	R&R	R&R	R&R
	(Quadrant to Fire Seal Bracket)			
45200	Hydraulic Valves			
452AJ	Ground Test Valve	N/A	AMU	AMU
	Cable Assembly	R&R	R&R	R&R

C-130 NOTES:
Note 13. The C-130 R&R section will accomplish maintenance on aircraft systems and components outlined above.

Note 14. Removal, replacement, and adjustment of minor hardware (bushings, roll pins, bolts, nuts, etc.) on these systems that do not affect the rig of the system are the responsibility of the AMU.

Note 15. Operational checks performed after the replacement of the nose landing gear strut will be performed jointly by the AMU hydraulic and 23 EMS R&R Personnel. If aircraft is in ISO, hydraulic specialist assigned to ISO will perform the operational checks with R&R personnel.

Attachment 16 (Added)

AIRCREW FLIGHT CONTROL DEBRIEFING GUIDE CHECKLIST

Date_____

IF THE MALFUNCTION IS REPORTED, COMPLETE THIS CHECKLIST IN DUPLICATE. PLACE ORIGINAL IN AFTO 781 BINDER. FILE DUPLICATE IN DEBRIEF.

NOTE: Notify MOCC to contact R&R and QA (if required) to assist the debrief.

Pilot's Name / Grade/ SQDN: _____

MDS / Aircraft serial number: _____

Pilot's phone number (Duty): _____ (Home): _____

Please provide the following:

a. Flap Position: _____

b. Airspeed: _____

c. Altitude: _____

d. Attitude: _____

e. Speed Brake Position: _____

f. G-Load: _____

g. Landing Gear Position: _____

h. Configuration: _____

i. Fuel Load: _____

j. Hydraulic Gauges**:** _____

DETAILED DESCRIPTION OF MALFUNCTION:

_____
_____
_____
_____

Attachment 16 (Continued) (Added)

ON WHAT AXIS DID MALFUNCTION OCCURE?

a. Pitch b. Roll c. Yaw (circle one)

FLIGHT CONTROL MODE:

a. Normal b. Manual c. Autopilot (circle one)

FOR MALFUNCTIONS IN MANUAL REVERSION (A-10 ONLY):

a. If the aircraft rolled, could roll be overcome with less than 25 lbs. of lateral stick force?

---

b. If aircraft experienced excessive pitch transients during transition to manual reversion what was the G-meter reading?

FOR MALFUNCTIONS IN YAW AXIS ONLY:

a. If aircraft experienced excessive yaw rate with take off trim selected, approximately how much was the ball off? Describe distance in ball weight.

_____

_____

_____

WAS THERE ANY APPARENT BINDING OF ANY FLIGHT CONTROL SURFACES DURING NORMAL FLIGHT?

a. Yes b. No (circle one)

If yes:

Did binding occur around the neutral stick position?

How much force was applied against the jam?

Could problem be overcome by applying force?

Were there excessive fluctuations on hydraulic gauges?

Attachment 16 (Continued) (Added)

DID ANY ENUNCIATOR PANEL OR MASTER CAUTION LIGHT ILLUMINATE?

a. Yes b. No (circle one)

WAS SAS ENGAGED AT TIME OF MALFUNCTION? (A-10 ONLY)

a. Yes b. No (circle one)

If yes, did disengagement of SAS affect the malfunction in any way?

_____
_____
_____

DID YOU USE HARS OVERRIDE?

a. Yes b. No (circle one)

DID SPEED BRAKE POSITION OR OPERATION HAVE ANY APPARENT EFFECT ON THE MALFUNCTION?

a. Yes b. No (circle one)

IF YES, WHAT WAS THE MALFUNCTION?

_____
_____
_____

DID MALFUNCTION CAUSE AN UN-COMMANDED INPUT TO THE AFFECTED AXIS?

a. Did aircraft respond to trim inputs? _____

b. Could the input be manually corrected? _____
c. What was the degree of input? _____

d. Was the electrical disengage attempted? _____

DID THE MALFUNCTION CAUSE ANY APPARENT LACK OF CONTROL FROM THE COCKPIT/FLIGHT DECK?

_____
_____

Attachment 16 (Continued) (Added)

DID TRIM APPEAR NORMAL?

a. Yes b. No (circle one)

IF NO;

a. Was emergency used?
_____

b. With what results? _____

Did the malfunction occur:

a. During initial stick/pedal? _____

b. After stick/pedal movement commenced? _____

c. Without any input? _____

DID THERE APPEAR TO BE AN AIRFRAME VIBRATION PRIOR TO OR DURING THE MALFUNCTION?

a. Yes b. No (circle one)

Attachment 17 (Added)

A-10 ENGINE STALL CHECKLIST

Date_____

	Question/Inquiry	**YES**	**NO**	**UNK**
1.	Was a thorough and comprehensive PRD (pilot reported discrepancy) entered into the aircraft forms?			
2.	Was CAVTR running at the time of incident?			
3.	Was aircraft stall recovery training in progress at the time of the incident?			
4.	What was the aircraft's altitude?			
5.	What was the aircraft's attitude? (bank angle/direction, climb/dive, etc)			
6.	Was applicable engine HOT light illuminated on MC annunciator panel?			
7.	What was the indicated ITT (inter-stage turbine temperature)?			
8.	Were there physical indications of an engine stall (vibes, yaw, etc.)? If so please explain:			
9.	Were the slats extended?			
10.	Were the warning tones activated? Choppy or steady? _____			
11.	Was the gun fired on this mission?			
12.	What was the indicated Angle of Attack (AOA)? _____			
13.	Was jet wash a factor?			
14.	Where there any unusual maneuvers performed? If yes please explain.			
15.	Did the wingman notice anything unusual? (puff of smoke from tailpipe/inlet, etc.) If yes please explain:			

Attachment 17 (Continued) (Added)

	Question/Inquiry	**YES**	**NO**	**UNK**
16.	Did the engine recover from the stall?			
17.	How was the engine stall recovery achieved?			
18.	Reviewed TEMS data with pilot (If possible). Any observations?			
19.	Additional comments:			

Pilots Name / Rank	Unit Assigned
A/C Tail #	Mission Type:
Was QA Notified? **YES** **NO**	Was Wing Safety Notified? **YES** **NO**
Was the aircraft impounded? **YES** **NO**	Debrief Accomplished by:
Debriefer's Signature	Date/Time

Attachment 18 (Added)

A-10 HIGH SPEED TAXI CHECKS

Date_____

1. High speed taxi checks will not normally conducted at Moody AFB. IAW AFI 21-101 paragraph 8.22., high speed taxi checks will be kept to a minimum, and will require specific approval from the owning Operations Group Commander.

2. If it is determined that an A-10 will perform a high speed taxi check, the FCF pilot will receive a brief from the FCF OIC and will perform the check while following the guidance listed below:

a. Pilots will use the full available runway for all checks.

b. Only a single acceleration and deceleration will be performed for each trip down the runway.

WARNING: DO NOT PERFORM THE CHECK WITH CROSSWINDS IN EXCESS OF 15 KNOTS.

1. Accelerate to 90 knots.
2. Pull throttles to IDLE.
3. At approximately 90 knots, Anti-Skid System-Check
4. Smoothly apply brakes until the anti-skid cycles, check for proper operation, then release.

NOTE: Use caution during the check. In the event of anti-skid failure, indicated to the pilot by a lack of anti-skid cycling, or a loss of directional control, it may be necessary to release the brakes, and actuate the emergency disconnect level (paddle switch) to regain directional control. Nose wheel steering may also be required.

Attachment 19 (Added)

C-130 HIGH SPEED TAXI CHECKS

Date_____

1. High speed taxi checks will not normally conducted at Moody AFB. IAW AFI 21-101 paragraph 8.22., high speed taxi checks will be kept to a minimum, and will require specific approval from the owning Operations Group Commander.

2. If it is determined that a C-130 will perform a high speed taxi check, the FCF/OCF pilots performing the check will follow the guidance listed below:

a. Pilots will use the full available runway for all checks.

b. Only a single acceleration and deceleration will be performed for each trip down the runway.

1. Accelerate to 70 knots.
2. Pull throttles to IDLE.
3. Between 50 to 70 knots, smoothly and evenly apply full to-the-stop braking check for anti-skid operation.

NOTE: Anti-skid operation will be felt as a series of abrupt jerks in the aircraft deceleration caused by the anti-skid system cycling brake pressure on and off. This may or may not be felt in the brake pedals as bumps, depending on the brand of the brake metering valves that are installed. Blinking of the anti-skid lights (indicating braking system hydraulic pressure cycling) can be observed during the jerks.

Attachment 20 (Added)

TRIM PAD ENGINE RUN PROCEDURES

A20.1. A-10 Trim Pad Engine Run Policy.

A20.2. Trim Pad Pre-Run checklists are available from support along with the “D” ring tool (all of which will be signed out from support in preparation to use trim pad). The Trim Pad Pre-Run checklist will be kept with the aircraft as long as the aircraft is on the trim pad.

A20.3. If a shift change occurs involving run personnel, a new checklist will be completed prior to engine start.

Attachment 21 (Added)

HOT REFUELING PROCEDURES

A21.1. Hot Refueling Program: The hot refueling program will be managed by the designated AMU with QA performing annual evaluations on squadron certifiers. The MTF and the OPR for training are responsible for the development and application elements. QA is responsible for the overall monitoring of the hot pit program.

A21.2. Prerequisites. The following additional publications are required when conducting hot refueling operations.

A21.2.1. TO 1A-10C-2-12JG-1

A21.2.2. TO 1A-10C-2-4JG-1CL-1

A21.2.3. TO 1A-10C-1

A21.2.4. TO 1A-10C-33-1-2

A21.2.5. TO 1A-10C-2-1-1

A21.2.6. TO 1H-60(H)G-1

A21.2.7. 347 RQG IN-FLIGHT Guide Part III

A21.2.8. TO 11-2HC-130 Vol 3

A21.2.9. AFI 11-250 Moody Supplement 1

A21.2.10. TO 00-25-172, ACC Supplement 1

A21.2.11. AFI 33-2201

A21.2.12. AFI 91-201

A21.2.13. AFI 11-218

A21.2.14. AFOSH STD 91-38

A21.2.15. TO 00-25-172

A21.2.16. MIL-STD 882, System Safety Requirement

A21.3. The Wing hot refueling sites on MAFB that are certified for use are the Alpha Pad, Hot Cargo Pad, C-130 Ramp, Delta Pad, & Echo Row. The Alpha Pad, Hot Cargo Pad and the C-

130 Ramp are approved for C-130 use. The Hot Cargo pad and the Delta Pad are approved for HH-60 use. Echo Row to include hot pits #1 & #2 are the primary A-10 hot refueling sites. The Delta Pad to include hot pits #3 & #4 are the alternate A-10 hot refueling sites.

A21.4. The hot refueling pad supervisor (A-10 only) will ensure a minimum of two hot refueling CTKs are available with all necessary tools and technical data to include as a minimum:

A21.4.1. Chocks (4 sets with 12 ft lanyards).

A21.4.2. Reflective vests (2 ea).

A21.4.3. Communication "Y" cord (1 ea).

A21.4.4. Communication headsets (2 ea).

A21.4.5. Aircraft bonding wire (1 ea).

A21.4.6. 1A-10C-2-12JG-1-1CL-1 (1 ea).

A21.4.7. 1A-10C-2-4JG-1 (1 ea).

A21.4.8. LCL 23 MXG-10Hot, *Hot-Pad Refueling Pad Supervisors Checklist* (1 ea).

A21.5. Ensure all required flying squadron and POL personnel and equipment are set up at the designated hot refueling site 30 minutes prior to the scheduled aircraft land time. The fire department will be notified of the designated hot refueling site 30 minutes prior to the scheduled aircraft landing times. The pad supervisor will brief all hot refueling personnel on safety precautions and procedures outlined in TOs 1A-10C-2-12JG-1, section X, 00-25-172, section VI, and LCL23MXG-10HOT.

A21.6. Ensure the cursory area is prepared prior to the first aircraft land time and all personnel have been briefed on safety and emergency procedures prior to starting any operations.

A21.7. Ensure only fuel trucks, hose carts, and/or pantographs with dead-man switch capability will be used.

A21.8. Cursory area. The cursory area will be manned by at least two hot refueling cursory area certified members. The marshaller will possess, as a minimum, a 5-level in aircraft maintenance AFSC and be thoroughly familiar with hot refueling cursory area functions and will use wands to marshal aircraft in the hours of darkness. The cursory area assistant will possess, as a minimum, a 3-level in aircraft maintenance AFSC on the assigned airframe and be familiar with hot refueling cursory area operations.

A21.9. The Hot Pad Supervisor will:

A21.9.1. Immediately stop refueling if an equipment malfunction or a violation of safety procedures occurs. The operation may continue once the malfunction or violation has been corrected.

A21.9.2. During hot pit operations, the hot pit refueling supervisor will coordinate the aircraft tail numbers entering and exiting the hot pit refueling areas with MOC utilizing a LMR. The refueling supervisor will remain in full view of each aircraft refueling supervisor/fuel servicing equipment operator. While performing hot refueling operations, both the “A” and “B” team members will wear an orange reflective vest. The “A” team member will marshal aircraft with wands during the hours of darkness.

A21.9.3. The hot pad supervisor must ensure hot refueling operations conducted during the hours of darkness will have light-alls properly positioned. The light source must be positioned to avoid blinding the subject or any person involved with aircraft operations.

A21.10. The AMU P&S will:

A21.10.1. Notify POL and airfield management 1 week in advance of the date and time of the planned hot refueling. All other agencies will be notified through the weekly flying schedule.

A21.10.2. Schedule hot refueling as requested by the AMU.

A21.10.3. Annotate on the daily AF Form 2407 if the hot refueling date changes and ensures the MOC notifies base operations, transient alert, the fire department, and POL.

A21.11. Training/Certification. The AMU, MTF and fuels support training must instruct and certify all three phases simultaneously to both maintenance and POL hot refueling members.

A21.11.1. Phase III training and/or actual hot refueling will not begin until a fire department vehicle is in the standby position and an approved operational fire suppression system is in place. If an emergency occurs, such as an in-flight emergency, and fire department vehicle departs the area, the hot refueling pad supervisor will comply with requirements LCL 23MXG-10HOT.

Attachment 22 (Added)

23 FIGHTER GROUP FCF UPGRADE CHECKLIST

RANK & NAME:

FLIGHT HOURS: TOTAL **PAA**

1. Nomination	**Date**	**UP Initials**
a. Flight Commander	_____	_____
b. FS/CC or FS/DO	_____	_____

2. Review of T.O.s and Instructions	**Date**	**UP Initials**	**Instructor Initials**
a. T.O. 1-1-300	_____	_____	_____
b. T.O. 1A-10C-6CF-1/-6CF-2	_____	_____	_____
c. T.O. 1A-10C-6CL-1/-6CL-2	_____	_____	_____
d. T.O. 1A-10C-1/-1-2	_____	_____	_____
e. AFI 11-202, Vol. 3 and supplements	_____	_____	_____
f. AFI 21-101 CAF Sup 1	_____	_____	_____
g. AFI 21-101, MAFB Sup 1	_____	_____	_____
h. Willow Grove FCF Mishap Safety Report	_____	_____	_____

3. Fighter Group FCF OIC Briefing	**Date**	**Instructor Initials**
a. Review of applicable technical orders and instructions complete (See above)	_____	_____
b. Local FCF procedures briefing	_____	_____
c. FCF procedures for FMT	_____	_____

4. Ground Training	**Date**	**Instructor Initials**
a. Preflight Demonstration (FMT)	_____	_____
b. Preflight Performance (FMT)	_____	_____
c. FCF Written Exam (FGV; 85% passing)	_____	_____

5. Flight Training	**Date**	**Instructor Signature**
Minimum of one actual / training FCF with the FG FCF OIC (or as approved by FG/CC)	_____	_____

U.P. must accomplish manual reversion and engine restart

6. Squadron Chief FCF Pilot	**Date**	**Initials**
a. Ensure update of "Letter of Xs" and FAX/E-mail copies to QA and FGV	_____	_____
b. Certification letter signed by FG/CC	_____	_____
c. Copies of letter to QA and FGV	_____	_____
d. Completed checklist filed in grade book	_____	_____